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FRENCH STATISTICAL ALBUM.

The issue of the *Album de Statistique Graphique* for 1889, published by the Ministry of Public Works, contains twenty-six charts illustrating the industrial and social condition of France for the two preceding years. Heretofore, two years have been required for the collection and arrangement of these statistics, but by the adoption of better methods of work this interval has been reduced by one half. Thus this annual contains results for the two years since 1887. The first thirteen charts are a continuation of the series, annually issued, on the railroad and canal traffic, and require no particular comment.

The special feature of this number consists of seven charts showing the distribution and development of traffic on the national highways, and is worthy of a critical study. Eight censuses of this nature have been made since 1844, and derive their importance from the great annual expenditure required to maintain the system of government roads. It is important to know the distribution of traffic in order to afford a basis for apportioning credits for maintenance, and also to discover the proportion of service rendered. For the collection of these statistics 4734 posts of observation were established, and a period of enumeration was extended to 28 days, distributed equally over the seven days of the week and the four seasons of the year. All traffic is divided into five categories as follows: loaded wagons; public conveyances; private teams and empty wagons; mounted horses and animals in droves; and, fifthly, animals in halter. The unit is the draught horse (collier), and from this is reckoned another unit, the effective ton (tonne utile). The number of gross colliers in each class is then reduced by a proper coefficient to the reduced collier (collier réduit), which is proportioned to the weight of the vehicle and the speed with which it is drawn. It is thus decided that the individuals in the last two categories shall be estimated at one-half of those in the first three classes, and allowance is made accordingly.

The result of this census shows that the average *collier réduit* corresponds to 1295 kilos, gross weight, and 647 kilos of effective weight, thus showing that about one-half of the wear of the roadway is due to the dead weight of the horse and wagon. A comparison of the total volume of road traffic with the railroads and navigable ways is well shown in the following table.

	Length.	Average Tonnage.	Kilometric Tonnage.	Percentage.
Railroads.....	32,128 kms.	323,989	10,409,134,968	68
Rivers and canals	12,499 "	254,394	3,179,676,622	21
Highways.....	37,803 "	45,870	1,734,004,422	11
	82,430 kms.	185,890	15,322,816,012	100

One of the charts shows the increase by departments in road traffic. This indicates a very considerable growth since the last censuses in 1876 and 1882, and one which appears to be in an increasing ratio. The average increase in "colliers" from 1876 to 1882 was 5.08 per cent; and from 1882 to 1888, 8.25 per cent, or an increase of 13.73 per cent in 12 years. This is especially important as disproving the statement, so often made, that the highway is a thing of the past, and that the maintenance of an extended system of state roads is an unnecessary expense.

The only additional feature of this album is six charts showing the increase of travel and trade due to the Exposition at Paris. These show by diagrams the number of visitors compared with the expositions of 1867 and 1878, and the movement of people in the city of Paris and at the frontiers. The last chart shows the relative attendance at the various theatres and shows of Paris, thus bringing out the importance of the Exposition as a source of revenue to the city.

WILLIAM Z. RIPLEY.

PRELIMINARY REPORT OF THE CENSUS OF THE UNITED KINGDOM.

The following paragraphs are condensed from the *Preliminary Report* of the Commissioners of England.

The total number of persons returned as living in England and Wales at 12 p.m. on the 5th of April, 1891, was 29,001,018.

This shows an increase of 3,026,579, or of 11.65 per cent, upon the number returned at the previous enumeration of April, 1881.

Not only was this increase absolutely less than that of the preceding decennium, 1871-81, but the rate of increase was lower than in